

GREER LAKE ROAD PUBLIC HEARING
CITY OF CROSSLAKE
DECEMBER 11, 2002
8:00 P.M. – CITY HALL

Pursuant to proper notice duly given as required by law, the City Council met in the Chambers of City Hall on Wednesday, December 11, 2002 at 8:00 P.M. Present at the hearing was Mayor Darrell Swanson and Councilmembers Sandy Eliason, Charles (Chuck) Miller, Irene Schultz and Dean Swanson. Also present was City Administrator Thomas Swenson, City Engineer Dave Reese, City Attorney Steve Qualley, Public Works Director Ted Strand and Clerk/Treasurer Darlene Roach. Also present were Councilmember's Elect Dean Eggena and Dick Phillips. (Sign in sheet attached as a permanent part of the minutes.)

Mayor Swanson called the public hearing to order at 8:00 P.M. and stated that the purpose of the hearing was to hear information regarding the proposed improvement to Greer Lake Road.

City Administrator Tom Swenson read the Affidavit of Mailing confirming that a copy of the notice of hearing was deposited in the U.S. Post Office on November 26th with postage prepaid in an envelope containing the name of the property owner on labels received from the Crow Wing County Auditor's Office based on current tax records. On November 21st and November 29th, the Notice of Hearing was published in the City's official newspaper, the Lake Country Echo. No correspondence was received regarding this project.

The meeting was turned over to City Engineer Dave Reese who presented an overview of the feasibility report prepared by Widseth Smith Nolting. The full report is available at City Hall. The project area includes Greer Lake Road, from the east city boundary with Fairfield Township to the entrance near the Greer Lake Campground, and then to the end of the road serving the Greer Lake homesites. The road provides the sole access to 18 platted lots and public lands administered by the Department of Natural Resources. The total length of the roadway is approximately 5,050 feet, which includes one cul de sac. Currently the road is an aggregate surfaced road. The width varies from 22 to 23 feet along the segment that extends to the DNR campground. The remainder of the roadway varies from 17 to 19 feet in width. There is no ditching or clear zone in most areas. Visibility along site corners is limited in some areas. Drainage appears to lie upon the roadway in some areas, as the road is lower than the surrounding ground surface. Wetlands were observed in some locations east of the homesites, which lie adjacent to the roadway. There are no existing culverts or drainage structures witnessed during review. A 66 foot wide dedicated public road right of way was recently conveyed to the City by the DNR. Since the land is considered school trust property, the right of way was conveyed based on the State recuperating the timber value from the right-of-way area. If the project moves forward, the City should review the clearing of the right-of-way with the DNR. A field survey should be completed during the design to confirm the actual road location with respect to road right-of-way.

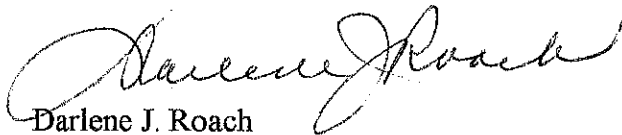
Proposed improvements to the road would include the City pursuing funding through the Park Road Account Program, which is a funding source to provide road improvements to public lake accesses, campgrounds and etc. The Crow Wing County Engineer submitted an application for funding in 1997 for Greer Lake Road at the request of the City. Recent conversations with John Strohkirch, DNR in St. Paul, indicated that no action has occurred on the application and that the Greer Lake Road project is currently at the bottom of the priority list for funding. The original application requested \$200,000 in funds for construction and does not appear feasible. A project scale of \$50,000 to \$60,000 may be feasible however, with the support of the County Engineer. If the DNR Forester also supports the project, the request may move up the priority list for funding. If Park Road Account funds are used, the road must be constructed to minimum Park Road Account Standards and it is the opinion of WSN that the improvements recommended meet or exceed these standards. Based on right-of-way width, number of properties served and transient daily use by campground users, Greer Lake Road would be categorized as a major rural roadway with 24 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and 2 foot wide aggregate shoulders. Some widening of the existing road may be necessary in some areas to conform to the above standards. Grading will be required to elevate the road surface and construct ditches and clear zone. The segment of the road serving the Greer Lake homesites is recommended as a minor rural roadway with 18 foot wide pavement, 2 inch thick bituminous on a 4 inch thick aggregate base and topsoil shoulders. Significant clearing and grubbing would occur which will change the appearance of the roadway from current conditions. There are a number of existing driveways on the homesites segment. Approaches, or bituminous kickouts will be constructed to these entrances. A cul de sac turn-around area is suggested at the end of the roadway. A standard 40 foot radius cul de sac would be difficult to design based on the topography in this area so a reduced 25 foot radius cul de sac is suggested. An alternate branch style turn-around can be evaluated during design.

The estimated construction cost is \$145,350 plus \$14,500 (10% contingency) plus \$40,000 for engineering, legal and administrative expenses for a total estimated project cost of \$199,850. The City's share of the cost would be \$154,425 and the residents would share in the remaining cost. The estimated number of equivalent lots is 19 for an estimated cost of \$2,390 per lot. These estimates do not take into account any Park Road Account Funds, which would reduce the City cost if received. Also, since the DNR property is held in School Trust Fund, the clearing of the timber will be done by the DNR and the sale of the timber will go into the School Trust Fund. The easement that will be conveyed to the City is valued at approximately \$10,000 and is taken into consideration as payment of assessment. The maximum amount of assessment that the DNR would consider would be \$5,000 and would also reduce the City share. Financing terms will be decided at the final assessment hearing, however the City has used a financing term of ten years on previous assessment projects. For purposes of examples of costs spread over five and ten years, an interest rate of 8% was used. The assessment can be paid in full within thirty days of the final assessment hearing without any interest being accrued.

The hearing was open to the Council and audience for questions. Councilmember Swanson asked if the County was looking at improving the other portion of the road that is located in Fairfield Township. City Engineer Dave Reese stated that funds are currently not available for that portion of road. Councilmember Miller stated that the campgrounds are no longer administered by DNR Forestry but are handled by the DNR Park and Recreation Division. Doug and Julie Fahey, owners of Site #17, wondered why the City wanted to blacktop the best part of the road and stated that they like the road the way it is.

The Council will make a decision on whether to proceed with the improvement project at a meeting to be held on December 20th at 1:00 P.M. There being no further comments, MOTION PH12-04-01-02 WAS MADE BY SANDY ELIASON AND SECONDED BY CHUCK MILLER TO ADJOURN THIS PUBLIC HEARING AT 8:45 P.M. MOTION CARRIED WITH ALL EYES.

Recorded and transcribed by,



Darlene J. Roach
Clerk/Treasurer

